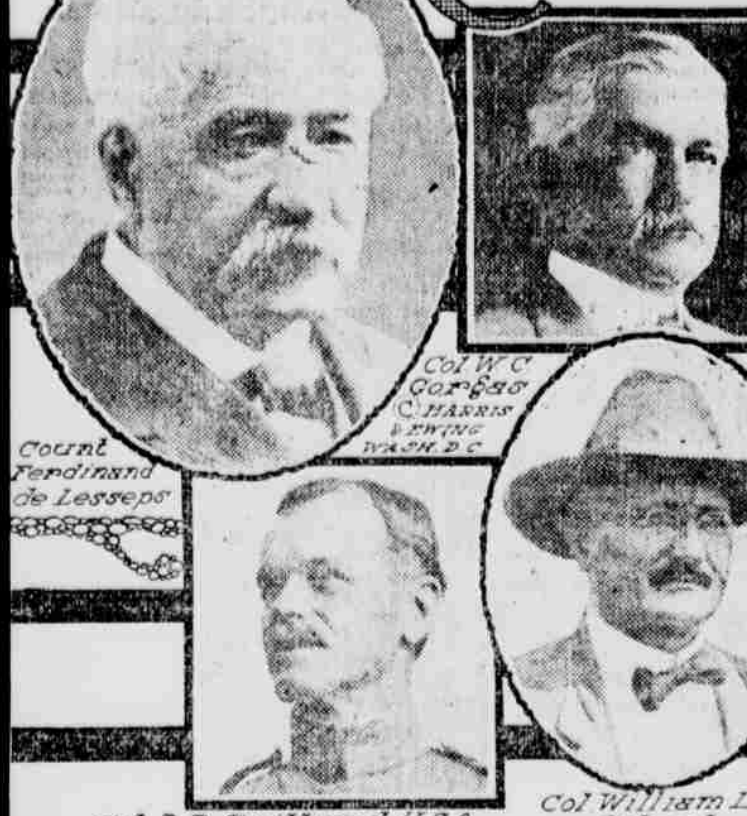


THE MEN WHO BUILT THE CANAL



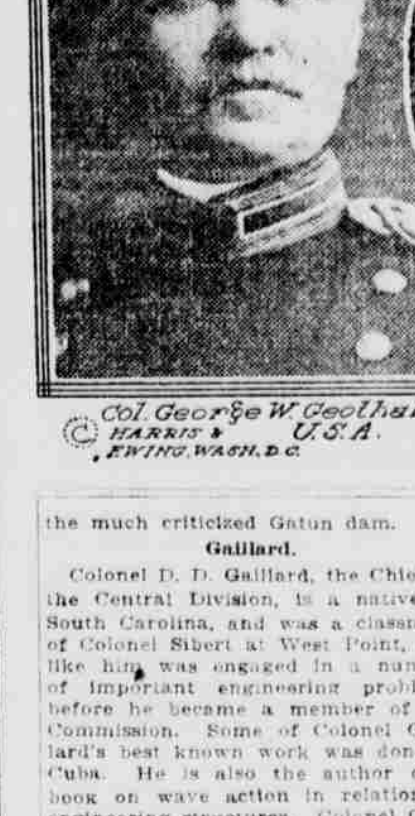
Col. D.D. Gaillard U.S.A.



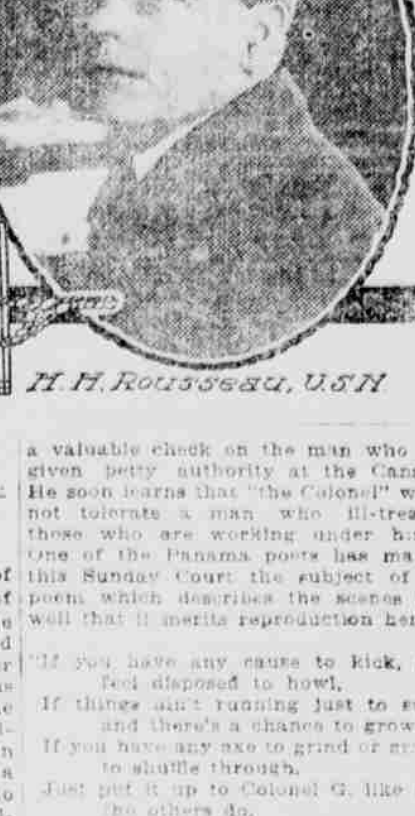
Col. William L. Sibert



John F. Stevens



Col. George W. Goethals U.S.A.



H.H. Rousseau, U.S.N.

A Brief History of the Heroes of the Canal Work from the Time of De Lesseps To the Present Day.

MORE than four hundred years ago Columbus sought in vain for a waterway across the land now known as Panama, and died still believing that such a thing existed. Today this dream is reality—the result of American brains and money.

As far back as 1850 the United States and Great Britain entered into an agreement known as the Clayton-Bulwer Treaty, the purpose of which was to extend a joint protection over the canal between the Atlantic and Pacific oceans. When this treaty was signed it seemed that the canal would cross Nicaragua, but the contract which had been made between that country and an American Company in 1849 was revoked on account of the financial difficulties of the latter company in 1854. Several other projects were tried but they failed like the first. Just after the Civil War the canal subject again became important in the minds of the American people, and with it came an overwhelming sentiment that the canal should be controlled by Americans alone and that there was great opposition to the ratification of the Clayton-Bulwer Treaty. The canal agitation rose and fell at intervals until 1880 when Ferdinand de Lesseps paid a visit to President Hayes in the Spring of that year. The distinguished Frenchman endeavored to get the consent of the American government to what he called a European control of a projected canal across Panama. President Hayes refused to grant the request, and again it was decided that the canal must be under American control. However, the Clayton-Bulwer Treaty stood like a barrier and continued until 1901, when it was abrogated and what is known as the Hay-Pauncefote Treaty ratified a supercede the treaty of 1850. The latter treaty gave the United States the right to construct a canal, and also the right of providing for its regulation and management.

De Lesseps Appears on the Scene.

When Ferdinand de Lesseps arrived on the Isthmus in 1879 he was in the heyday of his fame as the master builder of the Suez Canal, which had been completed several years before. Two or three years before his arrival on the Isthmus surveys had been made across Colombia and a French Company had received a ninety-nine year concession from that Government. One of the stipulations of the contract was that a Commission of competent individuals was to lay out the route and report to the Colombian government not later than 1881. Through the exertions of de Lesseps a congress of one hundred and thirty-five individuals was held in Paris in May, 1879. More than half of the men were friends of de Lesseps and only a very small per cent. were engineers, and few of them had ever visited the Isthmus. It was a packed meeting in favor of de Lesseps, and he was elected president of the congress. The work of the congress was to lay out the route and report to the Colombian government not later than 1881. Through the exertions of de Lesseps a congress of one hundred and thirty-five individuals was held in Paris in May, 1879. More than half of the men were friends of de Lesseps and only a very small per cent. were engineers, and few of them had ever visited the Isthmus. It was a packed meeting in favor of de Lesseps, and he was elected president of the congress. The work of the congress was to lay out the route and report to the Colombian government not later than 1881.

mission consisted of the following men: Major-General George W. Davis; William P. Parsons, who was fresh from his work on the New York subway; William H. Burr, a professor of civil engineering in a New York University; Benjamin M. Harrod, a civil engineer of New Orleans; Carl E. Grunsky, of San Francisco; Frank T. Becker, of Detroit; and Rear-Admiral John G. Walker. The Bureau General Davis was appointed Civil Governor of the Canal Zone. On his arrival he went to work with such a vim that he had little time to attend the banquets and dinners which the citizens of Panama had planned for him, and the feelings of these people were deeply wounded. They proceeded to President Roosevelt and finally General Davis was induced to attend their banquets and all went well.

Some time during June, 1904, Mr. John Findlay Wallace, who was at that time General Manager of the Illinois Central Railroad, was appointed chief engineer of the canal work. Mr. Wallace was regarded as one of the best railroad construction men in the country and was at that time about fifty-two years of age. When he reached the Isthmus he found things in a wretched condition, miserable living conditions with no sewers and no water fit for drinking. Less than eight hundred men were at work in the Cut and these were digging with hand tools. It was next to impossible to keep workmen on the Zone on account of lack of decent housing and food. Mr. Wallace was handicapped, too, by red tape. When one looks back on those awful days on the Zone, when there was little or no ice obtainable, and when water for bathing had to be caught from the roofs where buzzards roosted, it seems unjust to censure men for seeking other climes.

On April 1st, 1905, a second Isthmian Canal Commission was appointed. Heading this was Theodore P. Shonts, as Chairman, with Charles E. Macdonald as Governor of the Canal Zone. Mr. Wallace was the chief engineer, and the other members were Rear-Admiral Mordecai T. Endicott, Peter C. Hains, Oswald R. Earnest and Benjamin M. Harrod. But somehow things did not go well on the Isthmus and the hostile press of the United States, which seemed to take delight in publishing disagreeable stories about the canal work, added to the spirit of unrest among the workmen. Then came an epidemic of yellow fever, and Mr. Wallace packed up and left the Zone and his resignation was asked for a few days later after he had been publicly reprimanded by Secretary Taft. Mr. John F. Stevens was the next chief engineer. He was about to start for the Philippines to superintend a railroad construction when he was asked to go to Panama. Mr. Stevens' first task was the reconstruction of the Panama railroad system, and one of the sentences of his first report on this work has become famous among railroad men: "A collision has its

good points as well as bad ones—it indicates that something is moving on the railroad." The veterans of the Zone declare that it was Stevens who made extra inducements to attract workmen to the Zone, and that the high salaries paid at present are due to him. He became known as the "Chief" and to this day the men who were with him in Panama in those days which tried men's souls speak of him with sincere affection. Mr. Stevens remained on the Isthmus until April 1st, 1907, when his resignation, sent in some time before, went into effect. President Roosevelt then declared that it was useless to attempt to build the canal with a new chief engineer every year, and that no more civilian engineers would be placed in charge. "I shall turn it over to the Army," was the President's words, and on February 26, 1907, the Third Isthmian Canal Commission was appointed and that body assumed its duties on April 1st, 1907, and consisted of:

- Colonel George W. Goethals, Chairman.
 - Jackson Smith.
 - Colonel W. L. Sibert, U. S. A.
 - Colonel D. D. Gaillard, U. S. A.
 - Colonel W. C. Gorgas.
 - Civil Engineer H. H. Rousseau.
 - Mr. J. C. Blackburn.
- This commission remains the same at present with the exception of Mr. Blackburn, whose place was taken by Maurice H. Thatcher, who was in turn succeeded by Richard L. Metcalfe. Jackson Smith was succeeded by Col. H. F. Hodges, U. S. A., on July 16, 1908. Colonel Goethals receives a salary of \$15,000.00 per year, and each of the other members is paid \$10,000.00. Mr. Joseph Blackburn has been secretary to the commission since 1905.

Col. Gorgas.

Colonel W. C. Gorgas came upon the scene early in the game for he accompanied the First Canal Commission to the Isthmus on March 29, 1904, at the request of President Roosevelt. Colonel Gorgas is known as the man who pulled the teeth of the tropics and made the Canal a livable place for a white man. Indeed, it is very doubtful as to whether or not the Canal could have been built by Americans without the aid of this distinguished physician. On June 2, 1904, Colonel Gorgas was appointed chief sanitary officer and he at once began a campaign against disease unknown to the tropics, and he at once began a campaign against disease unknown to the tropics, and he at once began a campaign against disease unknown to the tropics.

Gaillard.

Colonel D. D. Gaillard, the Chief of the Central Division, is a native of South Carolina, and was a classmate of Colonel Sibert at West Point, and like him was engaged in a number of important engineering problems before he became a member of the Commission. Some of Colonel Gaillard's best known work was done in Cuba. He is also the author of a book on wave action in relation to engineering structures. Colonel Gaillard has been a member of the Canal Commission since 1907.

Williamson.

The Pacific Division had as its Chief a civilian—Sidney B. Williamson, a distinguished American Civil Engineer who was called to Panama by Colonel Goethals shortly after the present Commission took charge. Mr. Williamson entered the employ of the United States Government in 1882 and was in charge of the engineering and construction work connected with the navigation of the Tennessee River, where he remained until 1900, with the exception of a few months in the army during the Spanish-American War in 1898. In 1900 he was transferred to Newport, Rhode Island, as Assistant Engineer in charge of the fortification work in that district. During four years of his service on the Tennessee River and three years at Newport he was associated with Colonel Goethals. In 1904 he represented a civilian engineering company, and later opened an office in Baltimore as consulting engineer. Mr. Williamson resigned his position in Panama in May, 1913, and entered the service of one of the largest engineering and contracting firms in the world and was at once placed in charge of their London office. He was one of the most popular men on the Canal, especially with the workmen.

Hodges.

Colonel H. F. Hodges, the Assistant Chief Engineer, hails from Boston, and was graduated from West Point in 1881. After holding various positions of army engineering where special efficiency was required, he became Chief Engineer of the Department of Cuba in 1901, where he remained for about two years. In 1907 he was made a member of the Canal Commission and became Assistant Chief Engineer in 1908.

Goethals.

So much has been written in reference to Colonel George W. Goethals, the Chief Engineer and Chairman of the Canal Commission, that little more can be said in reference to the man whose executive ability seems to be quite as marvelous as his knowledge of engineering. A virtual despot over a kingdom of fifty thousand workers, he shows the decision, resourcefulness and tact that mark a great executive. He is firm in his decisions, but at the same time tempered with a kindness which few men can reach. In the old days when a Canal workman complained he was told that if he did not like the treatment he received he could leave as "there was a boat north every five days." All this was changed when Colonel Goethals came upon the scene. Every Sunday morning he holds Court at Colera to hear the complaints and petitions of workers under him. There is no laborer who cannot get an audience with this Chief, and no complaint so trivial that it cannot find in him a patient listener. The Court has proved

a valuable check on the man who is given petty authority at the Canal. He soon learns that "the Colonel" will not tolerate a man who ill-treats those who are working under him. One of the Panama poets has made this Sunday Court the subject of a poem which describes the scene as well as it merits reproduction here:

"If you have any cause to kick, or feel disposed to howl, or if things ain't running just to suit and there's a chance to grow, or if you have any axe to grind or need to shuffle through, just put it up to Colonel G. like all the others do."

"See Colonel Goethals, tell Colonel Goethals. It's the only right and proper thing to do. Just write a letter—or even better, arrange a little Sunday interview."

"Carey is an engineer and treated awful bad. Eight minutes overtime they worked the poor, defenseless lad! So Carey sees the Colonel, with tears in his eyes and says: 'I cannot stand for this no more without lay-over days!'"

"Dear Sir, the Commissary here," writes Mrs. Percy Jones. "Is charging me for porthouse which ain't no more than bones. And I assure you, Colonel, that the pork chops which they sell is rotten. I enclose herewith a sample, just to suit."

"Mrs. Hobbs and Mrs. Dobbs are neighbors in a det. And Mrs. Hobbs calls Mrs. Dobbs a dirty thing and that. Then Mrs. Dobbs reciprocates, and says she's a dirty thing. I bet in the end the Colonel has to arbitrate the fight."

"Don't hesitate to state your case—seriousness will hear you through. It's true he's sometimes busy and has other things to do. But come on Sunday morning and line up with the rest. You'll maybe feel some better with that grievance off your chest."

Colonel Goethals was born in Brooklyn and is fifty years of age. The history of his achievements is best told by the Canal Record and is as follows:

"Graduated as Colonel of Class of New York, United States Military Academy, June 14, 1879. Second Lieutenant, Corps of Engineers, June 15, 1880. First Lieutenant, June 15, 1882. Captain, December 14, 1894. Major, February 7, 1900. Lieutenant Colonel, March 2, 1907. Colonel, December 2, 1909. Lieutenant Colonel, Volunteer Service and Chief of Engineers, May 26, 1898, to December 31, 1898. General Staff, August 15, 1900, to March 4, 1907. Graduate Army War College, 1905. For several years instructor in Civil and Military Engineering at West Point; in charge of construction of the Panama Canal, member of the Board of Civil and Military Defense, Chairman of the Isthmian Canal Commission and Chief Engineer of the Panama Canal since April 1, 1907. Governor of Canal Zone, President of Panama Railroad, Member of Panama Canal Participation Board in charge of construction."

During the administration of Colonel Goethals the Canal has cost more than two hundred and twenty million dollars without a suspension of favoritism. His work has been so well known and so much appreciated that even the most ardent anti-American sentiment has been unable to find the slightest trace of fault during his administration. The fame which he enjoys has made little change in his life, for he is fit to be a man to be affected by the praise which has been heaped upon him. He is still the hardest worker on the Canal, for his day usually begins at 7 A. M. and many times he is found in the office until his bedtime, which is 10 P. M.

The work of Mr. Joseph Blackburn, Bishop, the Secretary of the Canal Commission, must not be overlooked, for he has labored with great patience to keep the public properly informed on the progress of the Canal work—the very task in this day of yellow journalism, when the simplest news items are twisted and distorted to suit the whims of the publisher.

The Most Prominent Woman in Washington

ANY woman who can command the respect of an entire city in a bonnet five years old must be either a Betty Green or a radiant beauty, according to popular belief. Yet, there is an heroic member of the sex feminine in Washington, D. C., who, though neither of the mentioned, manages to hold the admiration of every tourist and statesman up on Capitol Hill. Not only does she rise superior to her sisters, but she looks down upon them all.

While they prate of woman's rights, she typifies and is Freedom, Justice, or Liberty—just as the fancy of her visitors prefer. She is deaf and dumb and forty-nine years old, and yet not even Madame Du Pompadour, in all the homeliness of her half century, received greater homage from mankind.

On yes, of course there is a catch. The lady in question—far not even the most cynical would dare dispute her right to the title—adorns the topmost pinnacle of the dome of the nation's Capitol.

"What! just a bronze statue?" the sophisticated may exclaim. Even so, but possessed of greater personality than many of the richest and most famous Washington debutantes just now emerging from their school-room shells. Indeed, this woman—whom a wit of the House once named Miss Justice—can even seduce the European pretensions of such girls, for she was created abroad and is an Italian.

In her native land, however, this strange woman would prove an alien. For daughters of fair Italia cherish their complexions from the sun rays and are much given to skin lotions. Miss Freedom scorns any facial protection against wind or rain, relying on her perfect figure and exalted sphere in life to obtain for her that admiration which every woman secretly craves.

While Washington feminines are helping thrifty masses to build apartment houses and enabling Turkish bath proprietors to buy Government bonds, she, like the orthodox New England spinster, believes in "staying as she was made."

Of course, there might be given as a reason for this that her case is hopeless. When any woman passes the two-hundred-mark in No. 1000 she feels it rather a waste of endeavor to bant and whisper it diplomatically. Miss Freedom at her last weighing-in tipped the scales at 4,985 pounds, or about two tons. She is 15 feet tall and has a foot whose "size" could not be found in any shoe store—not even in those down along the Mississippi river front, where the "roustabouts" come to be shod.

These items do not disturb the prominent female at all. What does gild, however, is that her face is so infrequently washed! Think of that, you feminines, who consider a daily ablution of plain water too pishion and must have it improved by a dash of foreign fragrance or softened with

almond-milk. Actually, the custodian-in-chief of Freedom's welfare once admitted that at times she has been known to display scales on her exposed countenance and that all too frequently her beauty of expression is sadly marred by a lack of aqua pura.

Still, this indifference to appearance is not to be blamed on the woman in the highest position in Washington. She has never been accustomed to bathing herself and her devoted face washer is no more.

By one of those ironies Destiny sometimes delights in, A. D. P.urch—whom everyone at the Capitol called "Jack" because he was a steepie climber—was killed over two years ago by a fall down a little flight of four steps in the basement of the building. He loved the bronze goddess and kept her so spotless of complexion and attire that she was a delight to the eye when the sun shone.

Born in England and raised her best knew how, the little Britisher had a courage which defied the laws of gravitation. He slept in the sub-cellar of the Capitol but spent most of his waking hours in, or above its dome, "up a day" when the high winds around Capitol Hill caused even portly statesmen to walk very close to the ground. Porch would essay to climb up and up a rigger over the dome to where, 787 feet above the earth, his heroic awaited his attention.

Sometimes the old man would endeavor to have men help him in his dangerous task; but though they dutifully aided in painting the iron dome, they balked when it came to unceremoniously clambering over the massive feet and up the draper and onto the shoulders of the goddess—nor was their reluctance due to gallantry!

There had been rumors that the naturalized woman of many elements was to have a new bonnet. "Porch" was taking a keen interest in its fashioning and correct adjustment to the head which even the lightning cannot resist. Then came his strange desire for a night view of his lonely chamber. He made the trip successfully but, returning, fell the short flight leading to his tiny bedroom and died from his injuries.

If goddesses could get impatient Miss Freedom would have fretted over her faithful attendant's seeming neglect and the long delay in her promised headgear. Superintendent Elliot Woods tried in vain for a time to find anyone so weary of life and eager for a job as to undertake that of head milliner to an aerial fair one. The seasons came and went and Miss Freedom continued to stand in full view of all Washington arrayed in a helmet hat, many styles behind the times. What if her turban 18 of a platinum with tips far more costly than the willow plumes on a wealthy woman's bonnet?

And what if it is not only an ornament but likewise a protection—saving the Capitol from electrical damage frequently each summer by drawing off the lightning down the already mentioned tips? What if it when every woman who lifts her eyes to behold the majesty of Miss Freedom knows she is disgraced by a headpiece of the vintage of five years back?

Another winter is on the way and even a woman with nerves of iron must find it irritating to face the snow of freemasonry in the same chaplain's shoes on the Fourth of July. Miss Freedom happens to have a mercurial temperament, too, and any married man knows what that means. Is she to be condemned to stand up in full view of feminine Washington another season in that old hat? Even goddesses have been possessed of vanity—according to mythology—and who knows but what her plight may serve as a horrible example to the Suffragettes who are slated for a second hearing before the Rules Committee at the Capitol early in December. Certainly her plight might well be taken as evidence of what treatment woman gets when she has to depend upon the tyrant men for new clothes!

Only the other day a guide was telling a smartly gownned maiden that the goddess had been "struck by lightning" many times.

"I don't doubt it," the visitor replied. "It looks like a bolt of lightning."

CAROLYN CROSS.

Builders of the Canal.

The words of Americans who are filling various places on the Canal deserve recognition for their part in the project, but unfortunately their work can only be fully appreciated by persons who have visited the Isthmus toward the close of the rainy season, for it is then that the climate gets hot and muggy. Everything is dry and parched and the beautiful botanical garden effects which have been raised over by writers who have spent a day or two in Panama during the winter season, lose their beauty. The sun in its tropical ferocity beats down on the land and life is anything but pleasant. Every one is recognizing the climatic disadvantages of the Isthmus and pays large salaries. Nowhere else in the world are they more deserved.

The Panama Canal building drama was played from beginning to end by Americans, and while thousands of them were simply supernumeraries, they acted their part according to the needs of the drama, and when in great play conceived by American engineers and aided by American money, let us not forget that each and every man who played even a small part deserves to be placed on the roll of honor as a Builder of the Canal.